

WAITS FOR COUNT

Deutschland Won't Sail Until
Bernstorff Pays Her Visit.

Newspaper Reporters Keep
Eyes on Her Day and Night.

GRAB FISHERMEN HELP

Reports Received From Looting
Diver Every Few Minutes.

Getaway May Be Aided by Flo-
tilla of Barges.

BY DAMON RUNYON.

On Board the Newspaper Dispatch Ship *Valiant*, off Locust Point, Baltimore, July 26.—There has just come to a porthole of the yacht *Valiant*, as she rocks loosely in the Patuxent river, not far from the berth of the German submarine *Deutschland*, a bulbous nose, a bulletin and a rumor.

The bulbous nose is the personal property of a crab fisherman. He hangs it in the porthole as he stands upright in his row boat outside and divests himself of words. They are a garbled and confounding race, these crab fishermen of the Locust Point water front.

First, he delivers the bulletin. It is of but passing interest, being the regular, every-few-minutes bulletin from the barge-bound basin over the way, where the little green undersea packet is lying.

The bulletin comes to the *Valiant* at intervals throughout the night. It is not always brought by crab fishermen. Sometimes a tired policeman or a weary wharf watchman turns it in. More often, one of the newspaper reporters aboard the *Valiant* goes out and gets it, by the simple expedient of making a slight noise on the deck of the yacht. That immediately brings a blast of blinding white light from the searcher aboard the *Thames* F. Tinsins. They never sleep on the deck of the yacht.

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"She's still there," says the crab fisherman, easily, meaning, of course, the *Deutschland*. "She ain't a stirrin' hide nor hair. I was over east. Say, you fellows, I heard something a little while ago. You know what I heard?"

A sound of vigorous handclapping is the only answer.

"You know what I heard, hey?" he repeats, raising his voice.

"Don't talk so loud!" murmurs a

voice. "You'll annoy these mosquitos in here."

"Well, I'll tell you what I heard," he continues, undisturbed.

"I heard the *Bremen* is a layin' outside right this minute. I heard she is waitin' for the *Deutschland* to come out so she can give her the dope on the way to go and that then the *Bremen* is a comin' in here. How's that? What'd you say? Oh, I thought somebody said something."

The bulbous nose slowly disappeared from the porthole; there is a splashing of oars in the water and a creaking of oar locks, and he is gone.

Count Bernstorff, the German ambassador, is expected here Wednesday. It is said he is coming to make a formal and official visit to the *Deutschland* and that this is the reason the boat has not sailed.

Boat Completely Loaded.

There may be something in the story. Certain it is that as long ago as last week it was announced that Bernstorff would be here Wednesday of this week and that the *Deutschland* would not sail until after his visit.

It is known that the undersea boat is completely loaded. Rubber, nickel, gold—almost stowed away under hatches. The machinery has been overhauled and tested. Farewells have been said. There is no apparent reason for further delay.

The crew of the *Deutschland*, all in uniform, were seen moving about the deck today. The *Timmis* lay in her old berth; and barges still masked the submarine.

Captain Paul Koenig, commander of the diving packet, a bright-eyed, energetic little man, with cheeks tanned to the color of old saddle by the winds of the sea, said this morning the *Deutschland* will get away at the proper time.

He did not specify what he regards as the proper time for the sailing of his submarine, however.

Under circumstances over which we have no control are keeping us in this port," he declared, as he sat in the office of Captain Hinsch, at the Andrea street pier of the Eastern Forwarding company.

The captain of the *Deutschland*—foremost figure at this moment in the maritime world, perhaps—was asked if he feels nervous about the home-ward journey; if he is concerned by the tales of the boats swarming around the Virginia Capes awaiting to do him harm.

"Ocean Too Big and Deep,"

He laughed. It was a hearty, mirthful laugh.

"What is there to fear?" he asked. "The ocean is deep and big."

The captain left the pier about 10 o'clock and went up town with Philip Valtz of the Eastern Forwarding company. Their destination was the Banabau, the North German Lloyd headquarters. There they had a conference with the company's president, who is the senior member of the company which is handling the American affairs of the *Deutschland*.

There was a story today to the effect that the *Deutschland* will leave with a number of barges around as a screen, with the *Timmis* in the lead, the towing and flying the American flag. It is argued that the war boats of the allies would scarcely fire on American vessels and that Koenig could duck his boat under the water when the time came without the submarine being observed by the hostile vessels.

ON BORDER ALL WINTER?

Preparations Being Made to Provide
Guards with Cold Weather Gear.

Columbus, N. M., July 26.—Indications today that the militia units stationed here will remain for at least six months. On orders from Washington, it was reported, requisitions for winter equipment and clothing for the guardsmen are being prepared.

These call for overcoats, sweaters, extra blankets, as well as side walls for tents, wooden flooring and tent stoves.

LOVED MOTHER-IN-LAW?

Anyhow, Peter Soto Thought So and
Killed Son-in-Law.

Fort Collins, Colo., July 26.—Accusing his son-in-law, Ernesto Mondrano, of being "too friendly with Mrs. Soto," Peter Soto killed Mondrano in the woman's presence. Soto, who wrecked an automobile trying to escape, was captured by Sheriff Cooke and is in jail here today.

WHITE WINGS GO
ON STRIKE TO GET
RID OF UNIFORMS

Pittsburg, July 26.—Eight hundred and fifty street sweepers, teamsters and park laborers who have been organized into a local union struck today for an increase in wages and abolition of white uniforms for sweepers. They receive an average of \$2.40 for an eight-hour day and demand an increase of 5 cents an hour.

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WHERE'S BREMEN?

Second U-Boat Liner Becomes
Phantom Vessel.

Activity at Boston Pier May
Mean Arrival Soon.

DEUTSCHLAND STILL IN PORT

Much Comment About British
Cruiser's Maneuver.

Sails Within Three-Mile Limit
to Sight Submarine.

Boston, July 26.—Early morning reports from Provincetown to the quarantine station showed Massachusetts bay lying calm under a heavy fog today. No reports or even rumors have been circulated, however, as to the arrival of the giant submarine *Bremen*, sister ship of the *Deutschland*. Officials at the quarantine station on Gallipoli Island declared that if the super-submarine was ready to enter Boston harbor, it would be hard to find a better time.

Activities of two tugs and an unusual stir at the North German Lloyd docks in East Boston, indicate that "something" is expected.

Koenig Has Fears?

Baltimore, Md., July 26.—Captain Koenig and his crew had one besetting fear today over success of the return trip of their submersible, *Deutschland*. That was the possibility that allied patrols off the Virginia capes would be zealous to capture the submarine and would overstep the three-mile limit.

Mysterious maneuvers of the allied guardships and the contraction of their line furnished base for their fear. While Koenig waited upon the arrival of the sister ship *Bremen*, a British tramp anchored across the path of the *Deutschland* was in position to report his movements immediately.

Only a few hundred feet beyond the *Deutschland*, British agents equipped with a fast motor boat were under orders to trail her down bay and to flash ashore words of her departure immediately.

Didn't Sight British Cruiser.

Norfolk, Va., July 26.—Naval chiefs hummed today with discussions of the unexpected visit of the unidentified British cruiser to the lower part of Chesapeake Bay, news of which became known after the warship had returned to her patrol duty outside the three-mile limit where she awaits the German submarines, *Deutschland* and *Bremen*.

Opinions differed as to the purpose of the visit. The most generally accepted version was that the cruiser's commander believed the *Deutschland* was moving down the bay and hoped that by entering American waters he would be able to follow her to sea, or force her to anchor at some point just inside the limit.

Among residents of cape cities, the phase arousing most comment is the ease with which the cruiser reached a point near Fortress Monroe without being seen by more than a few persons.

Excitation for immediate establishment of coast defense and regular naval lookout nearer the capes than Fortress Monroe has taken on renewed vigor.

Takes Submerging Test.

The German merchant vessel *Deutschland* was given another submerging test at her dock today. When she arose to the surface ten minutes later her commander, Capt. Paul Koenig, and Constructor William Bruer expressed their satisfaction with the results.

It was learned that submergence of the craft is necessary to trim her cargo properly.

ON WATER WAGON, BUT

Driver, Just From Saloon, Drove Zig-
zag and Police Interceded.

Kansas City, Mo., July 26.—When a tug broke Vito Nola got down off the city waterwagon and went into a saloon for "repairs."

When he resumed the driver's seat, there began a serpentine career of sprinkling. When Nola's sister saw him driving near home and heard him singing, she phoned the police. Judge Coon told Nola the next time a tug broke, he was to stay on the wagon.

"If you don't I'll see that you lose your job," he threatened.

Five minutes later Nola was on the waterwagon again.

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SNAP SHOTS

AT HOME NEWS

Dreamin' in the summer time,
Middle of July,
Lookin' way up through the trees
Watchin' clouds go by.

Thoughts they go a wanderin'
Way up through the blue.
Tryin' to look through Heaven's wall
To get a glimpse of you.

Don't you know I'm watchin', dear,
Longin' for your smile,
Wishin' you'd come back to me
For just a little while.

Oh! I know that's selfish,
Life has none for kind,
But my lovin', for you,
Kind of made me blind.

I don't wish you back to earth
With all its pain and care,
But wish you'd tell me how to live,
So I can meet you there.

—Nels Yinkle.

J. Will Kelley, secretary of the Topeka Commercial club, is in Kansas City today.

A. K. Wilson, grand secretary for the Masonic bodies of Kansas, left today for a vacation in Colorado.

Miss Mabel Nonken, secretary for George P. Hayden city attorney, will leave Thursday for Chicago to spend a vacation.

Drug stores have one boy in the evening who does nothing but accept wait on thirty auto parties that draw up in front of the stores.

Laying of a sixteen-foot strip of asphalt on the cobblestone pavement on Kansas avenue is being completed. The brick pavement has not been remedied.

Chairman McCormick of the Democratic committee announced in New York that Wilson will carry Kansas with 26 per cent of the Progressive vote of 1912.

The city water supply is clouding up again in certain parts of the city. The condition of the water may be harmless, but it takes a veiled imagination to drink it.

Clyde Wasson, son of W. H. Wasson, finance commissioner, and civil engineer for the J. A. Pringle Construction company here, is spending the week in Hutchinson attending the National Tractor show.

"Why do the motorcycles of Topeka always run so fast?" a voice over the telephone asked information and complaint department today. Here was the answer as given by the reporter who answered the query: "Because they don't dare stop."

Work of building the \$60,000 slaughter house for the Wolf Packing company began this morning. A. Todd of Chicago will be in charge and work will be completed in December. Announcement of the company's plans was made several weeks ago.

A parrot, operating in the south-western section of the city, begins cry: "Hello, hello, hello!" at 7 a. m. and doesn't stop until evening.

A telephone girl working nights and sleeping days is preparing a silent but perpetual death to the talkative bird.

"Hard luck comes in bunches," said a Topeka man today. "I planted a big mint bed this spring. I wanted to use the crop in the oldest well known anti-prohibition mixture when hot weather arrived. Now it is hot weather and the sun has killed my mint bed."

Ford owners in Shawnee county have been talking of holding a picnic this summer to be limited in attendance to persons who own their own brand of conveyors. So far the boosters have been unable to find a place in the county big enough to park the cars.

At a recent Rotary club picnic two valuable presents were given by Fullerton Brothers. The Rotarians who did not attend the picnic—held at the Robert Stone country home—were entitled to the gifts. "Send the office boy or come yourself," Osborne Larimer says.

The Shawnee County Republican league will hold its regular weekly meeting Thursday at 8 p. m. in Lincoln Post hall. J. L. Berry, of Doniphan county, is the oldest member known in the state, will make the principal address. Berry is a candidate for presidential elector.

Thursday evening, July 27, Mr. H. A. Hodgins will give an ice cream social at his residence, Seventh and Lane streets, for the benefit of the Topeka Orphans' home. Ice cream and cake 10 cents. Everybody invited. Parties out automobilizing will find refreshments convenient and inviting.—Adv.

A motorman on the Topeka Railway company service is so tall that he has to stoop over to see out from under the roof of his vestibule. He is 6 feet 3 inches tall when standing, and in his 15-lb shoes and weighs 290 pounds. On a "one-man" car he would be equal to a full crew.

James W. Orr of Atchison, told an interesting story in Topeka Tuesday of the Cleveland campaign. There was a great amount of mud being thrown at Cleveland during the campaign and he was asked what to do about it. "Tell The Truth," he said. From then on during the campaign, Democrat parades were formed so as to make three Ts.

The musical comedy, *Miss Miranda*, will be given tonight by the City Federation of Colored Women's clubs at Metropolitan hall for the benefit of the Benevolent grand lodge now in session. The Knights of Tabor band will play a free concert at the door at 8 o'clock. This is the second rendition of the comedy, which has been coached by Mrs. Etta M. Jackson, federation president.

A negro driving a blooded horse on East Eighth avenue lost his temper when the horse didn't prance as he directed and lashed the horse with the whip. Instead of breaking the speed records of kicking the dashboard the horse calmly cranked the buggy and smashed the front wheel, throwing the negro out on the opposite side. The driver probably will tell his boss that the horse became unruly.

Arthur J. McCabe returned Tuesday from Wichita, where, with his sister, Miss Martha R. McCabe, he went to attend the funeral of their aunt, Mrs. Mary P. Todd. The funeral was held at the residence of Mrs. A. A. Hyde, who was a daughter of Mrs. Todd. Mrs. Todd's death occurred at Orlanna, Pa., on Friday last. The residence of another daughter, Mrs. George C. Strong, many years ago and before the removal of the family to Wichita, Mrs. Todd, who was a sister of Mrs. Dr. F. S. McCabe, had lived in Topeka, and will be remembered by many of the older citizens.

Gasoline Drops a Cent in Ark.

Little Rock, July 26.—The Standard Oil company of Louisiana announced a one cent reduction in the price of gasoline at all Arkansas stations effective Wednesday. It follows on a reduction of crude oil announced Tuesday.

BRITAIN BACKS UP

Indications Are That Blacklist
Will Be Modified.

Action Not Aimed at Neutrals,
Ambassador Announces.

PRESIDENT REMAINS MUM

The Policy of This Government
Not Yet Announced.

Two Firms Under Ban Permitted
to Complete Deals.

Washington, July 26.—President Wilson has decided to delay his announcement of the policy of this government regarding the British blacklist.

Announcement of decision to delay the promised protest to Great Britain was made after the cabinet meeting. Another important development announced by the state department was that Sir Cecil Spring-Rice, the British ambassador, had made a partial explanation of the scope of the blacklist.

The British ambassador informed the state department:

"First, that the blacklist is not directed against neutrals, but that its purpose is to prevent British capital and credit being used to support the enemy."

"Second, that in general, there is no intention the blacklist should affect existing contracts."

Observers were quick to see a connection between the explanations made by the British government and the announced decision to withhold action. Officials would not admit, however, that the delay was influenced by the British ambassador's explanations, nor would they admit any contemplated action by the United States would be influenced by such explanations.

Not Satisfactory.

On its face, the assurance by Great Britain that its blacklist is not aimed at neutrals takes away one of the great grounds for action by the United States, but it is certain that the government will not accept this assurance as fully removing the difficulty, since there is abundant evidence that the operation of the blacklist, while it may not be aimed at neutrals, affects Americans injuriously.

The assurances given by the British ambassador were in response to two specific cases brought up by the state department.

One related to the refusal of an Australian firm to accept a cargo of oil from a San Francisco firm, an order previously given which was cancelled by the Australians after the cargo was loaded because the selling firm was blacklisted.

The British embassy arranged for delivery of this cargo, declaring that in general existing contracts should not be affected.

The other case raised was one in which an American firm doing business in Great Britain and also having transactions with a blacklisted firm, desired to learn if it, too, would be blacklisted for its dealings with a firm under the ban. The British ambassador gave assurances that the act is not intended to injure neutrals.

Basic Reason Remains.

The explanations by the British ambassador, however, do not touch what officials believe is the basic wrong of the blacklist. This is the alleged action of the British government in ordering its own ship masters and coercing neutral ship masters into refusing cargoes to or from blacklisted firms.

Further evidence has been obtained as to the working of this oppressive act. It has been learned that neutral ships faced refusal to take on coal and oil at British ports if they carried cargoes of blacklisted firms. Exporters have charged, but through British influences, banking accommodations in neutral countries have been refused corporations and firms dealing with individuals or firms on the blacklist.

Acting Secretary of State Polk said the state department has taken up specific cases of particular blacklisting of individuals and firms, but wholly without prejudice to any action the United States may take in opposition to the principle involved in the blacklist.

Still Considered Grave.

There was no disposition on the part of officials to recognize the concessions made by Great Britain in the particular raised as affecting the main issue. It was stated that "the United States still considers the matter with grave concern."

There were evidences, however, that Great Britain herself realized she has gone too far in extending the blacklist to American firms in a manner that is violative of neutral rights.

A high official said today:

"If carried to its logical conclusion, the blacklist would prevent Great Britain from carrying on practically any commerce with the United States if it attempted to extend the blacklist to every firm that had any transactions with a blacklisted firm."

BETLESS RACES FAIL

Promoters of Hawthorne Meet Lose
Money; Want to Add 12 Days.

Chicago, Ill., July 26.—Extension of the thirteen days' racing meet at Hawthorne was being planned by its backers today. Stockholders in the Illinois Jockey club, which is holding the meet, will meet today to vote on it. Some favor a full meeting, rather than an extension, on the ground that a mere to extend the meet would hurt the sport here. If the meet is extended, it will probably be for twelve days. The club's lease of the Hawthorne track expires this week, unless it is renewed.

Secretary Eugene Beilfield, of the club, said the meet has been a money losing proposition.

"We are now breaking even daily with Saturdays showing a little profit. We think an extension would enable us to pay back part of their money to the guarantors of the racing fund," said Beilfield.

LEONARD'S BIG CHANCE

If Harlem Kid Uncrowns Welsh He
Will Get White Bout.

New York, July 26.—An added incentive for Benny Leonard to flatten Freddie Welsh in their battle on Friday night, is an offer from Colorado sport promoters to accept the little Harlem fighter as a substitute for the champion against Charlie White on

Labor day in case the title changes hands.

Benny apparently has every intention of stopping Welsh if he can anywhere, but now if he can assume the lightweight crown he can be the principal in a very remunerative twenty round bout at Colorado Springs, with White as his opponent.

SETS TWO NEW RECORDS

Indianapolis Filly Wins Detroit Classic
In Three-Heat Record Time.

Detroit, Mich., July 26.—In the most sensational race in the history of the \$5,000 Board of Commerce stake, the Indianapolis filly, Miss Har-

rie M., won the classic in straight heats and established two new world records.

Her first heat in 2:01 1/4 was not only a new record for the stake, but also for 4-year-old pacing fillies. Her next two winning heats were in 2:01 3/4 and 2:04 1/4, establishing a new world record for three heats by a pacing mare.

GRAB GOODLAND STARS

Western League Clubs Take Talent of
Fast Semi-Pro Team.

Goodland, Kan., July 26.—The fast Goodland team has been crippled for

several days owing to several of the players on the team joining the Western league. The players who have gone to higher company are Burwell, pitcher, to Topeka; Brinley, pitcher, to St. Joe, and Rigby, catcher, and Hargroves, second baseman, to St. Joe.

The thinning out of the team by taking the above named players has materially weakened the team, which accounts for the slump it has had in its recent games. The team is now being strengthened by adding some very fast players and it is believed that the team will again prove that it is the best in Kansas.

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